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# Hongkong Daily Press.

ESTABLISHED 1857.

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11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 2.15 p.m. Every 15 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 5.30 p.m. Every 15 minutes.  
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1.45 p.m. & 8.00 p.m. 9.45 to 11.15 p.m.,  
every 1 hour.  
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9.00 a.m. to 9.30 a.m. Every 30 minutes.  
9.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
12.00 Noon to 1.0 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
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Hongkong, 14th January, 1904. [a276]

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SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 14th August, 1903. [a339]

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M. MATTHEAY,  
Manager.  
Hongkong, 6th May, 1903. [a218]

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A. S. WATSON & CO.  
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## THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

## MARRIAGES.

On the 4th January, 1904, at H.B.M.'s Consulate, Ningpo, before R. H. Mortimore, and afterwards by the Rev. J. W. Heywood, ARTHUR JOHN PHILIPPE, to ELIZABETH ANN ONNERBERG, both of Ningpo.

On the 4th January, 1904, at All Saints' Church, Tientsin, by the Rev. H. J. Brown, M.A., and afterwards at H.B.M.'s Consulate-General, by J. C. Hopkins, Consul-General, GORDON O'NEILL, L.R.C.P., M.R.C.S., Taku, to FLORENCE, youngest daughter of the late MAGNUS LINKLATER, of Swatow.

## DEATHS.

On the 13th January, 1904, at St. Bubbling Well Road, Shanghai, FRANCIS ROBERT NOAKES, youngest son of the late FREDERICK CLIFTON (S.W.C. Co.), aged 14 months.

On the 14th January, 1904, at the General Hospital, Shanghai, Captain R. F. ANDERSON, late manager of Arnhold, Karberg & Co.'s Oil Wharf, Pooing.

## The Daily Press.

HONGKONG OFFICE: 14, DESVRES ROAD, CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.  
HONGKONG, 20TH JANUARY, 1904

In its issue of the 15th instant our Shanghai contemporary, the *North-China Daily News*, says:—"A private note received yesterday from a well-informed source in Japan says that the chartering of transports is going on openly. Troops will not be despatched to Korea until after naval engagement. The Kokura and Sendai Divisions will be the first to take the field. Foreign newspaper correspondents are receiving orders by wire to 'cable freely irrespective of cost.' It is to be presumed, however, that the correspondents find little to cable about, or else that the censorship is very strict indeed; for no news of a trustworthy nature reaches us even via Europe. With regard to the despatch of troops to Korea, in spite of the authority quoted by the *Daily News*, we learn from a traveller only just arrived in the Colony from the Corean coast that Japan undoubtedly has been landing small bodies of men in Corea, quietly but steadily. He even went so far as to maintain that Japan has quite 25,000 men in Corea, prepared for the outbreak of war. Rumours to this effect were of course prevalent before, but the present story is much more circumstantial. As to the good faith of our informant we have no hesitation, and we therefore give his statement as worthy of consideration. We must, however, confess to being puzzled to explain how Japan's action can have failed to be revealed through Chinese reports. A thorough censorship can suppress telegrams from Japan, but not via China."

A report laid on the Legislative Council table yesterday which furnishes very melancholy reading-matter is that of the committee appointed to enquire into the causes of Chinese infantile mortality in the Colony. That committee was composed of Doctors J. M. ATKINSON, HO KAT, G. P. JORDAN, W. W. PEARSE, G. M. HARSTON, and W. HUNTER. Many meetings were held and the French and Italian Convents were inspected, as being the places where most of the infantile deaths under one month occurred. As was the case in 1886, when on the raising of the question in the Council by Mr. A. P. MACEWEN, Mr. HUGH MACCULLUM examined the causes of infantile mortality here, the committee agrees that it is not to intrinsic defects in the two Convents that the large death-rate is due, but to the number of moribund children dumped at the Convent doors. The figures on which the committee had to work included the Acting M.O.H.'s return from July, 1902, to June, 1903, which showed a total of 1,073 infantile deaths under one year in the Colony, 495 or over 46 per cent. being due to *tetanus*, *trismus*, and convulsions; 370 of those latter were at the French Convent, which draws from a lower class of Chinese population than the Italian Convent. Altogether the French Convent admitted 1,392 infants, of whom 1,271 died, 277 from *tetanus* and *trismus*; the Italian Convent admitted 341 infants, of whom 168 died, 25 from *tetanus* and *trismus*. It was found that the number of admissions and deaths began to rise in April, and reached its maximum in August, then declining to its minimum between January and March. The causes of the mortality are stated by the report of the Committee to be:—

(1) *Tetanus*, the commonest cause of death under two weeks of age in the Convents. The Chinese call this *so han*, or lock-jaw, and consider it a hopeless disease. Dr. HUNTER, however, could not isolate the *tetanus* bacillus in his *post-mortem* examinations. (2) *Marasmus*, which Dr. HUNTER found to be responsible for over 33 per cent. in some 600 *post-mortems* on children under two years old. Mal-nutrition and want of cleanliness, as well as hereditary conditions, are to blame. (3) Chest-affections. (4) Diarrhoea, etc. (5) Convulsions at teething time and from worms. The Chinese use the term *kao kung* to describe this class of convulsive disease. The report points out that it is an important fact that a number, possibly a third to half of the children dying within one month, have not had their birth registered. Chinese children not being entered in the "family tree" until they are one month old. The high death-rate is more apparent than real, says the Committee. The M.O.H. in his 1902 report gives the infantile death-rate at 796 per 1,000, after allowing for all deaths under one month as unregistered; but owing to the very large number of births unregistered, his figures must be considered very much over the mark. And further, if our figures are compared with the infantile death-rate in Calcutta—748.6 per 1,000—they are relatively not so bad as apparent at first sight. As to preventive measures, the Committee say that the first and greatest involves the better education of the Chinese, especially the lower classes, in sanitary matters. The maternity hospital is a step in the right direction, but a free maternity charity, whereby poor people could be attended in their own houses, is wanted. A bonus of \$2 to mother, midwife, or other person present registering a birth within one month is recommended. The Convents should be required to register every admission at the Registrar-General's Office. And the foster mothers with whom children from the Convents are housed should also be registered, either at the Convent or at the R.G.O., as well as medically examined before being accepted as foster mothers. But the great remedial measure is, as the Committee begin their recommendations by saying, in the better education of the Chinese, to convince them of the necessity of proper sanitary procedure, both personal and in their households.

The English mail of the 19th December was delivered in London on the 16th inst.

Colonel Charles Deuby, late U.S. Minister to China, died in Indiana last week.

We are requested to state that Mrs. May will be at home to-morrow only till 4.45 on account of the Church Missionary Association Meeting at 5 o'clock.

It is confirmed that one officer, three petty officers and twenty marines were landed at Chemulpo from the *Crescent* on the 8th inst., and proceeded to Seoul by the second train.

The only cases of communicable disease notified as occurring in the Colony last week were—2 of enteric, one European and one Chinese, both imported; and 2 of small-pox, both European, one imported.

The summer schedule of the Russian railway shows a *train de luxe* on the Siberian railway, which will make the distance from Aleksandrovka to Dalny in thirteen days.

The *N.C. Daily News* says that it can contradict on good authority the *China Mail* correspondent's story that operations on the Canton-Hankow railway have been suspended under orders from New York.

The Tokyo correspondent of the *N.C. Daily News* says that the Emperor of Corea, in view of the present stringency, has determined to readjust his administration. This would no doubt be instructive were it more intelligible.

At the beginning of last week the *Russia*, *Rurik*, *Gromoboy* and *Rogotok* were at Vladivostock; the *Sirotsuk* at Newchwang; the *Mandjou* and *Djadjil* at Shanghai; the *Bayarin* at Chemulpo; and the rest of the Russian squadron in the East at Port Arthur.

According to the *Japan Times*, the American Asiatic Association has sent a telegram to the following effect to the Yokohama Association: Japan is fighting a battle for civilization. The Americans completely sympathise with Japan. Japan has nothing to fear.

The Governor of Changsha (Hunan) lately ordered from Japan 2,000 Murali rifles, pattern 1897, which with accompanying ammunition will cost Tls. 200,000. These Japanese rifles are said to be very much admired by the Chinese, and there seems to be every prospect of China buying their rifles in future solely from Japan to exclude the influence of other countries.

The Corean Emperor is said to appear more concerned about his own personal safety than the future of his country; at one time he intended to fly to Shunson or Pingyang in case of war, but he seems to have subsequently decided to remain at Seoul. The Corean officials are panic-stricken.

The *N.C. Daily News* learns from Canton that Messrs. Maudl & Co. have effected with the Viceroy of Kwangtung and Kwangsi a loan of one million taels, repayable in fifteen months, with interest at the rate of seven per cent. per annum. No Imperial Edict is to be required, but the repayment is guaranteed by the Viceroy, the Governor, and the Provincial Treasurer. Of the total sum about Tls. 400,000 is to be provided in the shape of Krupp's military manufacture, the balance being in cash.

The *Ostasiatische Lloyd* has a telegram dated Yokohama, 19th December:—The Frify Council met yesterday, the Mikado presiding. It has been resolved to return the last Russian Note to the S. Petersburg Government with the request to reconsider it. Official circles in Tokyo do not consider this a break of the relations with Russia, but on the contrary, as prompted by the desire to continue the negotiations on another basis. The final settlement of the crisis is therefore postponed for some weeks.

A correspondent writes, with reference to a benefit concert, advertised by the R.E. Variety Club to take place in the Wellington Barracks theatre on the evening of last Monday, that owing to the "filthy and most disgraceful songs which were sung" by a certain vocalist belonging to the R.A.M.C. several European ladies present had to leave the hall. "It is to be regretted," he adds, "that the authorities concerned do not stop in and put a stop to such carryings on. It would be advisable for the R.E. Variety Club to keep this man from appearing in future."

## ARRIVAL OF R.G.A. DETACHMENT IN HONGKONG.

Major Gordon, Captain Wakefield, four sub-lieutenants, and 11 rank-and-file of the 83rd Company of Royal Garrison Artillery yesterday arrived from Canada by the Canadian Pacific Railway s.s. *Empress of India*, and proceeded to Lyemann. As they have come from the rather frigid seaport of Esquimalt, in the province of British Columbia, Vancouver Island, one can imagine that they will take kindly to the change. Esquimalt, by the way, though seldom spoken of outside service circles, has an extensive harbour, and a naval yard. It is about to be fortified at the joint expense of the Imperial and Canadian Governments. To return to the subject, however, Captain Wakefield is not new to Hongkong, having not so very long ago acted here as a Lieutenant in the Hongkong and Singapore Battalion of Royal Artillery.

## RELIEVED TROOPS TO LEAVE HONGKONG.

The 89th Company of Royal Garrison Artillery, having been relieved by the 83rd Company, which arrived from Canada yesterday, will leave for Rangoon by a hired transport, the British India s.s. *Dilwara*, on Thursday afternoon at two o'clock. The *Dilwara* will, also, take home a number of details from the Sherwood Foresters, Royal Engineers, Army Ordnance Corps, and Royal Army Medical Corps. In all, there will be 600 men or so aboard, besides quite a few wives and families of soldiers, and the following indulgence passengers:—Mrs. and Miss Lambkin (wife and daughter of Lieut. Lambkin), Mrs. Hewett (wife of Capt. Hewett of the Pay Department), Mrs. Harvey (wife of Lieut. Harvey of the Royal Army Medical Corps), and child, Mrs. Murray (wife of Captain Murray of the Sherwood Foresters). Mrs. Bewley (wife of Major Bowley of the R.A.M.C.), Mrs. Davies (wife of Lieut. Davies of the 110th Bombay Light Infantry), Mrs. Pinchon (wife of Quartermaster Sergeant Pinchon of the Royal Engineers), Mrs. Siddon (wife of Staff Sergeant Major Siddon), and Mrs. Brown (wife of Garrison Sergeant-Major Brown). In each instance the ladies will be accompanied by their husbands.

## TELEGRAMS. CORRESPONDENCE.

## REUTER'S SERVICE.

## SOMALILAND.

LONDON, 17th January.

A despatch from General Egerton states that 250 prisoners were taken in the recent battle; 680 dead bodies were counted near the position, and numerous others along the line of pursuit twelve miles on the open plain. The total of the evening's killed is estimated at over 1,200. It is reported that the Mullah was near Hudin during the fight with a large force, mounted, and supported. The first Brigade is now reconnoitring Hudin.

## RUSSIA'S MEDITERRANEAN SQUADRON.

LONDON, 17th January.

The battleship *Oslobo* is proceeding to Suez. The rest of the squadron is at Port Said awaiting orders.

## MORE RISINGS IN GERMAN S.W. AFRICA.

LONDON, 17th January.

The rising of natives in German Namaland has extended to Damara land, and numbers of settlers have been massacred.

## JAPAN AND RUSSIA.

LONDON, 17th January.

Japanese and Russian agents are buying up all available coal throughout the world. The buying operations have hitherto been chiefly centred in Cardiff. Japan has ordered 300,000 tons in England alone since Thursday and has also purchased 500,000 bushels of wheat in Winnipeg.

## THE U. S. IN THE FAR EAST.

LONDON, 17th January.

President Roosevelt has appointed Mr. Davidson, now Consul at Tamsui, to act as a roving Commercial Agent with headquarters at Antsang, and Mr. E. V. Morgan, Consul at

## INDISPOSITION OF THE TSARITZA.

LONDON, 17th January.

The Tsaritza is suffering from pleurisy and the Court Ball has been postponed.

## CANTON.

Canton, 18th January.

[FROM OUR OWN CORRESPONDENT.]  
BOBBERS ENGAGED.

Since the execution of Ao Chan, captain of the 3,000 robbers at Shui-bin, that district has been quiet. Three noted robbers have been captured in the Pun-yi territory just east of the city, and they are at present exposed in cages differing somewhat from the ordinary punishment-cages in the Pun-yi magistrate's jamea—a sight for tourists, who do not, however, visit this prison so often as the more famous Number One prison.

DARING ATTEMPT AT PIRACY.

I have just had a talk with a friend who has come through what might have been a very unpleasant adventure in the S.W. of this province. He had been staying on the coast highway to Kwongchowan, and was returning to Canton on Friday. The usual mode of travelling throughout the delta and on all the waterways in the province is by passenger-boat—a large junk—towed by a steam-launch, of which craft there is a great number lying to the N.W. of Honam Island. These steam-launches usually carry a guard of from 15 to 20 men, armed to the teeth, and the passenger-boats too have a guard, and sometimes an ancient cannon or two. In the case I refer to, the boat had passed a few miles beyond Kongmoo, and was in a narrow part of the river, when, in the late watches of the night, it was attacked by a number of sampans, which glided out of the numerous small creeks flowing into the larger stream at this spot. The crews of the launch and passenger-boat fought strong enough to refuse to surrender and were attacked with a fusilade from modern weapons. For several hours the fight was kept up, and at last, finding they could make no impression on their would-be victims, the pirates withdrew. It is very rarely, I believe, that passenger-boats are strong enough to keep off pirates, so my informant had a fortunate escape. This bold attack so near to the port of Kongmoo shows well that the pirates are really more powerful than most foreigners imagine. The day will come when their destruction will become absolutely necessary to freedom of trade.

## NEW YEAR PREPARATIONS.

With the approach of China's New Year there is a great activity in the fire-cracker quarter. Millions of crackers are used annually at this season, of which many are imported. It is a period of great danger from fire, as may be imagined.

The toy-shops are very busily at work also. At New Year every respectable house has its little ornaments renewed, and the children have their little presents. Generally there is a good deal going on in the city at present, but money is very scarce in the Imperial coffers, and it is rumoured that another loan will have to be negotiated by the Viceroy.

## FOOTBALL.

The V.B.C.F.C. will play H.M.S. *Tamar* (Shield Match, 1st round) at 4 p.m. to-morrow, on the Hongkong F.C. ground. The following will play for the V.R.C.:—W. A. Crake, goal; J. Hitchell and R. Lapsey, backs; E. R. Horton, J. Forbes, and H. Gidley, half-backs; H. W. Sayer, H. S. Holmes, W. Dixon, A. Marti, and J. Clelland, forwards.

## THE FISCAL PROBLEM.

Hongkong, 16th January.

Sir,—I have read with great interest the replies which my hastily-panned contribution on the Fiscal Question has evoked, but I cannot say that I am yet persuaded that Mr. Chamberlain's proposals, if adopted, would be advantageous economically or politically to the British Empire. The vote of the British community having been taken on the question, this reply must, I suppose, be taken as ending the discussion. Otherwise I should be interested to hear from "Chamberlainite" why my proposal should be regarded by him as "Radical." Is he unaware of the fact that all the men of the best experience in the late Conservative Cabinet are inflexible opponents of the late Colonial Secretary's enterprise? Every statesman is now alive who has occupied the position of Chancellor of the Exchequer in England—and two of them have presided over the Board of Trade—the positions in which the best experience is gained for forming opinions on fiscal changes—emphatically denounces Mr. Chamberlain's proposals as inimical to the best interests of the Empire. And who is Mr. Chamberlain that he should be regarded as an infallible guide in these matters? Mr. Chamberlain has represented in his time every shade of political opinion, and may describe a complete circle before his career is ended. No man in the Empire has proclaimed more vehemently than himself against the policy he is now seeking to dictate to the nation.

If I conveyed to "Chamberlainite" that I took our Colony as "a basis of argument on which to build a superstructure of an overwhelming fabric of false issues," I very much regret. While I am not convinced that the condition of our Colony would benefit by Mr. Chamberlain's proposals, I would wish to depreciate any attempt to consider the general question entirely from the parochial point of view. Parenthetically, I would, however, by way of replying to "Chamberlainite," remind him that Hongkong has not been made what it is entirely by the expenditure of British pounds; if it were possible to make a computation, it would be found that a great many of the wicked aliens have contributed handsomely to the development of Hongkong as a commercial centre. A study of the directorates of local companies affords some indication of that fact.

But let us return to the main question. Mr. Winterburn, when dealing with the question from the Imperial rather than parochial point of view, says:—

"We are treated to a lot of figures to show that the volume of British trade is really on the increase, though nothing near the extent of that of protected countries. Considering that British

## HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held yesterday afternoon in the Council Chamber. Present:-

HIS EXCELLENCE THE OFFICER ADMINISTERING THE GOVERNMENT, F. H. MAY, C.M.G.  
MAJOR-GENERAL VILLIERS HATTON, C.B. (Commanding the Troops).

HON. A. M. THOMSON (Acting Colonial Secretary).

HON. SIR HENRY S. BERKELEY, K.T. (Attorney-General).

HON. L. A. M. JOHNSTON (Acting Colonial Treasurer).

HON. A. W. BIRKIN (Registrar-General).

HON. BASIL R. H. TAYLOR (Harbour Master).

HON. W. CHATHAM (Director of Public Works).

HON. SIR C. P. CHATER, C.M.G.

HON. DR. HO KAI, C.M.G.

HON. WU A YUN.

HON. C. W. DICKSON.

HON. GUTHRIE STEWART.

MR. R. F. JOHNSTON (Acting Clerk of Councils).

PAPERS.

The ACTING COLONIAL SECRETARY laid on the table the Report of the Committee appointed by His Excellency the Governor to enquire into the causes of Chinese infantile mortality in the Colony; a Report by the D.P.W. on Tynemouth Waterworks Scheme for City and Hill District Supply; and a paper dealing with an increase of the Police Force.

FINANCIAL.

The ACTING COLONIAL SECRETARY laid on the table Financial Minutes (Nos. 1 to 6) and moved that they be referred to the Finance Committee.

The ACTING COLONIAL TREASURER seconded, and the motion was agreed to.

The ACTING COLONIAL SECRETARY laid on the table the Report of the Finance Committee (No. 13) and moved its adoption.

The ACTING COLONIAL TREASURER seconded, and the motion was agreed to.

REGISTRATION OF DOMESTIC SERVANTS.

HON. H. E. POLLOCK.—Your Excellency, I would ask permission to lay upon the table a petition which has been signed by numerous ladies in the Colony with reference to the registration of domestic servants. That petition, sir, is not formally addressed to the members of this Council, but it has to do with legislation, and therefore, sir, I think it is fit that it should be laid upon the table of this Council.

HIS EXCELLENCE.—I think the hon. member's petition is not in order, and cannot be laid upon the table of this Council. I think the hon. member must have received a letter addressed to him by the Colonial Secretary by my direction stating that the petition is addressed to the Officer Administering the Government and not addressed to the hon. members of this Council, it is therefore not in order.

HON. MR. POLLOCK.—Of course I bow to your Excellency's ruling, but as the petition has to do with legislation it seems to me that it could be laid upon the table of the Council.

SANITARY BY-LAWS.

The ACTING COLONIAL SECRETARY laid on the table and moved the approval of a repeal of by-laws made by the Sanitary Board under Sub-section 7 of Section 16 of the Public Health and Buildings Ordinance, 1903.—“The By-laws under the heading ‘Nightsoil Carriers’ contained in Schedule ‘B’ of the Public Health and Buildings Ordinance, 1903, are hereby repealed.” He said—Sir, this is rendered necessary by the new system.

The DIRECTOR OF PUBLIC WORKS seconded the motion, and it was agreed to.

SUMMONING OF CHINESE ORDINANCE.

The ACTING COLONIAL SECRETARY moved the following resolution:—“Whereas by section 5 of the Summoning of Chinese Ordinance, 1899 (No. 49 of 1899), it was enacted that the said Ordinance should only continue in operation for the period of two years from the coming into operation of the said Ordinance, and for such further period or periods as might, from time to time, be determined by Resolution of the Legislative Council, and whereas such operation has been continued by this Council till the 30th day of March, 1904, inclusive;—It is hereby resolved by this Council that the Summoning of Chinese Ordinance, 1899, shall be further continued in operation for the further period of two years from the 31st day of March, 1904, inclusive.” He said—I may say, sir, that the working of this Ordinance has been found to put no hardship on anyone. It is a small convenience, and it may well continue in operation for other two years.

The ATTORNEY-GENERAL seconded, and the motion was agreed to.

OPENING OF STREETS.

HON. GUTHRIE STEWART asked:

(1.) Under what conditions are public companies or private individuals permitted to pick up and obstruct the public highways?

(2.) In the event of the party responsible being dilatory in the completion of the work involving the picking up of public roads, what powers have the Government to compel them to proceed with expedition?

(3.) Can offenders be fined so much per diem if found negligent?

(4.) Are the crossings provided during the construction of the low level tramway, where the public highways are picked up, passed by the Public Works Department as proper and adequate for the traffic they have to carry?

The DIRECTOR OF PUBLIC WORKS replied as follows:—

(1) Some Companies, such as the Gas Company, have powers under agreements entered into with the Government; others, such as

the Electric Tramway Company, have powers conferred upon them by Ordinance. In every case notice to and authority from the Director of Public Works is required.

(2) Companies are required to complete the work for which they have broken up any road with due diligence or with all convenient speed and to restore the road to good condition to the satisfaction of the Director of Public Works. The powers of the Government depend upon the terms of the agreement, the conditions of the permit issued by the Director of Public Works, or the provisions of the Ordinance affecting the case.

(3) The Tramway Ordinance 1902, section 12 provided such a penalty; other cases must depend upon the terms of the agreement or permit.

(4) No, but where it is brought to my notice that the crossings are inadequate I call upon the Company to provide increased facilities. The responsibility for any accident, damages or injuries rests with the Tramway Company (vide S. 79 of Ordinance No. 10 of 1902).

UNDESIRABLE IMMIGRANTS.

The Council went into Committee on the Bill entitled An Ordinance to provide for the Recovery of Charges incurred by the Colony on account of certain undesirable persons introduced into the Colony.

HON. MR. POLLOCK moved that in the 4th line of Section 3, sub-section 1, the words “Health Officer of the Port” be substituted for “Medical Officer of Health.” His reason for moving this amendment was that it was the Medical Officer of the Port who ordinarily went off to board vessels, and therefore it would be convenient that permission in such cases should emanate from him as well as from the P.C.M.O.

The ATTORNEY-GENERAL accepted the amendment and it was agreed to.

HON. MR. POLLOCK next moved that in the 5th and 4th lines from the end of the same sub-section the words “became lunatic, idiotic or imbecile after” be deleted and the words “was apparently sane at the time of” be substituted. It occurred to him that there were a good many cases of people who became violent during the course of a passage although when they came on board they were apparently sane. It might happen that such persons had been previously imbecile. There were a good many cases of lunacy in which the periods of insanity would last sometimes for some years, sometimes only for a few days. Therefore it was very important that this matter should be placed on a clear basis, because it might be suggested that if it was proved that a person was apparently sane at the time of embarkation and became violent during the voyage he had at some prior period been a lunatic, idiot or imbecile. He wanted it made clear that the shipowner was not to be held liable in such cases.

The ATTORNEY-GENERAL thought the suggestion was hardly one that could be accepted. The words of the Bill were quite clear and specific. The hon. member wanted them to substitute the words “apparently sane at the time of.” “Apparently” to whom? to the shipowner or to some other person on board not named? To substitute these words would be to defeat the whole intention of the Bill. It was intended that the onus should be thrown upon the ship of excusing itself for bringing here a lunatic and making him a charge upon the shipowner could not escape liability. He wanted it made clear that the shipowner was not to be held liable in such cases.

HON. MR. POLLOCK remarked that this was a limitation of liability and he was asking for a further limitation. When he was asking for this it was entirely flippant and out of order on the part of the Attorney-General to ask the deletion of the clause restricting the liability to \$500.

HIS EXCELLENCE pointed out that the average cost of a lunatic was about \$700 a year, so that \$1,000 would cover little over one year's expense. When a lunatic came to the Colony, too, he was generally a very difficult person to get rid of and stayed a good long time. He thought \$500 was not unreasonable.

In the original Bill there was no limitation at all; they limited it in dependence to the representations made by certain unofficial members.

On a division the amendment was defeated by 11 to 2 (Hon. Messrs. Dickson and Pollock). (Mr. Dickson was not present at the previous division.)

The ATTORNEY-GENERAL moved a verbal amendment of lines 5 and 6 of the same sub-section so as to make that part read as follows:—“any person who being at the time of landing a lunatic, idiot or imbecile shall become within a period of three months,” etc., so as to make it clear up a misapprehension that the effect of the section as printed was to make the shipowner liable for bringing here a man who was not a lunatic at the time he landed but became such within three months after.

The amendment was agreed to.

With reference to section 3, sub-section 2 Hon. GUTHRIE STEWART thought it seemed to confer on the captain of a ship absolute control of any person on board. He moved that in line 1, before the word “Every,” the words “In case such permission as aforesaid is refused” be inserted; and that in the 3rd and 4th lines the words “without such permission as aforesaid” be deleted.

This was agreed to.

HON. MR. POLLOCK proposed an addition to that subsection making it compulsory on the P.C.M.O. or the Medical Officer of the Port to give a certificate to the master of a vessel to the effect that he had refused to land such a person in the Colony.

The ATTORNEY-GENERAL said he had no objection to that.

After some discussion it was agreed that this amendment should take the form of a sub-section, No. 3, as follows:—“In every case in which a person was embarked who was apparently absolutely sane that the shipowner was not to be held liable merely because such person had been subject to periods of lunacy prior to embarkation, that would get rid of his objection.”

The ATTORNEY-GENERAL contended that “became lunatic” was a very explicit phrase.

HON. MR. POLLOCK said that the party might be liable to cross-examination in a court of justice as to why and under what circumstances he said so; it was a matter that could be investigated.

HON. MR. POLLOCK said that the principle of the Bill was that the person who brought an imbecile here was liable; but there was a just exception made, in order to prevent hardship upon the shipowner that provided the lunatic so brought was not a lunatic at the time he embarked but became so on the voyage, then the owner would be held excused.

HON. MR. POLLOCK said that was quite reasonable if it was defined what was meant by becoming a lunatic. If it meant when any person was embarked who was apparently absolutely sane that the shipowner was not to be held liable merely because such person had been subject to periods of lunacy prior to embarkation, that would get rid of his objection?

HON. MR. POLLOCK said that the party might be liable to cross-examination in a court of justice as to why and under what circumstances he said so; it was a matter that could be investigated.

HON. MR. POLLOCK asked whether it was intended to make shipowners liable supposing the party had been a lunatic before?

HIS EXCELLENCE said it certainly was. Only recently a case occurred in which a man who had been in a lunatic asylum here was sent back; he had become a lunatic again.

HON. MR. POLLOCK said that was a case in which the shipowner had no knowledge of it, and he thought the Attorney-General would agree that a general principle of English law which was founded on the most elementary principles of justice is that no person or body of people should be subject to a penalty unless they had got criminal intention. Why should a shipowner be liable when a person embarked, simply because he might at some previous stage, absolutely unknown to the shipowner, have been a lunatic?

HIS EXCELLENCE said there was a law which said you were not to bring a person suffering from leprosy into the Colony. If you were to qualify it by saying “apparently not suffering” you would never reach prohibition at all. There were several precedents for the principle of this Bill. There was the Vagrancy Ordinance in this Colony. If you had to qualify it by saying that the shipowner would be exempt if the person was “apparently not destitute” the object of the Ordinance would be defeated.

The ATTORNEY-GENERAL added that it did not go so far as the Alien Immigration Commission. He read a cutting from the Daily Mail quite recently, in which the recommendations were stated and among others they recommended that all immigrants becoming undesirable and destitute within two years after landing in England shall be liable to expulsion and repatriation at the cost of the shipowner who brought them there.

HON. MR. POLLOCK said he wished to press his motion if the Government intended that the shipowner should be held liable if he took a passenger in good faith without any knowledge of his being out of his mind or there being any reason to suppose that he was so at some previous stage before his embarkation.

In reply to His Excellency,

HON. MR. POLLOCK said he wished to press his motion if the Government intended that the shipowner should be held liable if he took a passenger in good faith without any knowledge of his being out of his mind or there being any reason to suppose that he was so at some previous stage before his embarkation.

The ATTORNEY-GENERAL replied that what they said was that the man was not at the time he landed a lunatic and became within three months thereafter chargeable to the Colony then the shipowner was liable unless he could prove

that the man he brought here was not lunatic when he came on board the ship but became lunatic on the voyage. The real principle of elementary justice was that where two persons were equally innocent—in this case the shipowner and the public of the Colony—he who was, the approximate cause of my cost arising should bear it. The Colony owed no duty to a stranger brought here by the ship owner, who got his passage money and brought him here.

On a division being taken the amendment was defeated by a majority of 11 to 1 (Hon. Mr. Pollock).

HON. MR. POLLOCK next moved that in the last and second last lines of the same sub-section the words “five thousand dollars” be altered to “one thousand dollars.” He thought \$5000 was a very heavy penalty in view of the interpretation being put upon this section. In the case of the Opium Farm the maximum penalty was \$1,000.

The ATTORNEY-GENERAL said this was not a penalty.

HON. MR. POLLOCK retorted that they were practically punishing the shipowner.

The ATTORNEY-GENERAL suggested they might strike out the proviso altogether.

HON. MR. POLLOCK said it seemed to him that the hon. member was entirely flippant and out of order.

HON. MR. POLLOCK said \$1,000 was quite a sufficient penalty.

The ATTORNEY-GENERAL thought the hon. member misconceived the meaning of the proviso to the clause. It was put in by way of limiting the liability of the shipowner, not of imposing any liability upon him. If a lunatic was brought here and kept for 40 years the shipowner would have to pay the whole of the cost of his maintenance for that period but it was thought that a maximum might be fixed and limited and so the Government on the position of Mr. Dickson put it that the liability should not exceed \$5000. So far from his remarks being frivolous and out of order he thought they were extremely necessary and to the point.

HON. MR. POLLOCK remarked that this was a limitation of liability and he was asking for a further limitation. When he was asking for this it was entirely flippant and out of order on the part of the Attorney-General to ask the deletion of the clause restricting the liability to \$500.

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## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: DRESS, Codes: A.B.C., 6th Ed.

Letter.

P.O. Box, 33, Telephone No. 12.

## NEW ADVERTISEMENTS

## WANTED.

A JUNIOR CLERK. Must have a thorough knowledge of English and written good hand.

Apply to—

K. K.,  
Care of Daily Press Office,  
Hongkong, 20th January, 1904. [283]

THE HONGKONG LAND RECLAMATION COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the THIRD ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICE, Victoria Buildings, on WEDNESDAY, the 27th JANUARY, 1904, at 11.30 o'clock a.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1903.

The REGISTER of SHARES of the Company will be CLOSED from THURSDAY, the 21st JANUARY, to WEDNESDAY, the 27th JANUARY, both days inclusive, during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,  
HOWBRAY S. NORTHCOTE,  
Secretary.

Hongkong, 19th January, 1904. [284]



## PUBLIC AUCTION.

THE Undersigned will Let by Public Auction, on

MONDAY,

the 25th JANUARY, 1904, at 3 P.M., on the spot, The Several Lots Numbered 1 to 19 on Plan to be seen at the Auctioneer's Office, for erection of

BOOTHES AND MATSHEDS

on the Government Ground adjoining the Race Course North of the Grand Stand Enclosure.

Terms—Cash.

For Conditions of Sale, apply to  
HUGHES & HOUGH,  
Government Auctioneers,  
Hongkong, 20th January, 1904. [285]

FOR CHEMULFO, DALNY AND  
PORT ARTHUR.

(Calling at SHANGHAI.)

THE Steamship

"PRONTO,"

Captain Grandt, will be despatched for the above port TO-DAY, the 20th inst., at 3 P.M.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 19th January, 1904. [286]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAULOONG."

Captain Gibson, will be despatched for the above port on TO-MORROW, the 21st inst., at DAY-LIGHT.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO.,

General Managers.

Hongkong, 19th January, 1904. [287]

COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOT—POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND  
YOKOHAMA.

THE Company's Steamship

"YARE,"

Captain Sellier, will be despatched for the above ports on TUESDAY, the 26th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 20th January, 1904. [288]

## NOTICE TO CONSIGNEES.

STEAMSHIP "WYNERIC,"

FROM PUGET SOUND.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD.

Agents.

Hongkong, 18th January, 1904. [289]

HONGKONG BENEVOLENT SOCIETY

THE ANNUAL GENERAL MEETING  
of the above Society will be held in the City Hall on TUESDAY, JANUARY 26th, at Noon.

ROSE GOMPERTZ,

Hon. Secretary,

Hongkong, 19th January, 1904. [288]

RUNIART PERE & FILS, REIMS

Established 1719.

CHAMPAGNE GBCWEERS AND  
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Ship only the Finest Quality

Extra Dry (Green Seal)

LAUTS, WEGENER & CO.

Sole Agents.

Hongkong, 18th May, 1903. [105]

PURE FRESH WATER

THE HONGKONG STEAM WATER  
BOAT CO., LTD. is prepared to supply  
ANY QUANTITY of PURE FRESH  
WATER to the Shipping, both for Deck and  
Boilers.

Call Flag W.

J. W. KEW,

Manager,

1st Floor, 37, Connaught Road,

Hongkong, 18th June, 1903. [3245]

## INTIMATIONS

## WANTED AT ONCE.

GOOD SHORTHAND WRITER and  
TYPIST.

Apply to—

JOHN HASTINGS,  
No. 2, Wyndham Street.  
Hongkong, 18th January, 1904. [276]

LESSONS IN CHINESE.

CHINESE LESSONS (Cantonese, Hakka,  
Pekinese and South Mandarin). Private  
tuition or classes. Experienced teacher.

Apply—

"T. K."  
Care of Daily Press Office,  
Hongkong, 18th January, 1904. [255]

WANTED.

SITUATION by Englishman, 27; energetic  
sober, industrious. Competent in all  
outside work of Shipping or Commercial Firms.

Apply to—

ENERGY,  
Care of Daily Press Office,  
Hongkong, 18th January, 1904. [256]

WANTED.

ENGLISH SPEAKING GIRL to take  
charge of Little Boy during Weekday  
Afternoons.

Apply—

P. O. Box No. 58,  
Hongkong, 12th January, 1904. [173]

WANTED.

THE HONGKONG LAND INVESTMENT  
AND AGENCY CO., LTD.

Hongkong, 15th January, 1904. [229]

BRITISH NORTH BORNEO  
GOVERNMENT.

WANTED.

A HOUSE at the Peak for the Summer  
Months.

Apply to—

THE HONGKONG LAND INVESTMENT  
AND AGENCY CO., LTD.

Hongkong, 15th January, 1904. [229]

WANTED.

A CHINESE INTERPRETER for the  
Court in Sandakan. Must speak  
English, Malay and three or four Chinese  
dialects, say Fokian, Taishu, Cantonese.

Salary \$90 per mensem and house allowance

Second Class passage provided to Sandakan.  
A trial of four months will be given, and if not  
satisfactory return passage paid.

Apply to—

Messrs. GIBB, LIVINGSTON & CO.,  
Hongkong, 16th January, 1904. [242]

BRITISH NORTH BORNEO  
GOVERNMENT.

WANTED.

A CHINESE SECOND CLERK for the  
Resident's Office at Kudat. Must speak  
English.

Address—

51, WONG-NEI-CHONG ROAD.  
Hongkong, 1st January, 1904. [103]

INSURANCES

## ENTERTAINMENT

## HONGKONG CRICKET CLUB

1. It is proposed to organize one Dance to be  
given at the City Hall on TUESDAY, the 9th  
FEBRUARY.

2. The Dance will be open to the Public, and  
its object is to raise money towards the cost of  
a projected new Pavilion.

3. The subscription will be \$15, but no dance  
will be organized unless at least 150 gentlemen  
subscribe.

4. The hours of dancing will be from 9.15  
pm. to 12.30 a.m., and light refreshments will  
be served during the dance.

5. Married Subscribers will be entitled to  
bring their wives and the members of  
their families who are not members or subscribers  
of the H.K.C.C., or their wives and one other guest  
who is not a member or subscriber  
of the H.K.C.C.

6. Bachelor subscribers (including married  
gentlemen whose wives and families are not in  
the Colony) will be entitled to bring two guests,  
not being members or subscribers of the  
H.K.C.C.

7. Additional guests may be invited on pay-  
ment of \$5 extra for each guest.

8. Gentlemen who have already subscribed to  
the abandoned series of three dances will be  
considered to have subscribed to the Dance on  
9th February, unless an intimation to the  
contrary is received by either of the undersigned  
on or before 26th January, 1904.

9. Gentlemen intending to subscribe will  
oblige by sending their names with the names  
of their guests to either of the undersigned on  
or before 26th January, 1904, at the Hongkong  
Club.

T. SERCOMBE SMITH,  
Chairman of Dance Sub Committee.

T. C. GRAY,  
Hon. Sec. of Dance Sub Committee,  
Hongkong, 14th January, 1904. [227]

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RAPID Tuition given on the BANJO,  
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VIOLIN, &c. Terms moderate.

L. A. DE GRACA,  
53, Peel Street, or  
Care of Daily Press Office,  
Hongkong, 11th August, 1903. [185]

## DANCING.

MRS. DONALDSON (Daughter of  
Professor F. F. WALLACE, of Rose-  
mount Dancing Academy, Glasgow) has  
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shortly.

Practice twice weekly...Fee \$10 a month.

Address—

51, WONG-NEI-CHONG ROAD.  
Hongkong, 1st January, 1904. [103]

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TUKNER & CO., Agents.

Hongkong, 23rd September, 1903. [247]

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THE  
ROBINSON  
PIANO  
CO., LTD.

Hongkong, 11th January, 1904. [3335]

NOTICE TO KOWLOON RESIDENTS.  
EXTRA COPIES of "Daily Press" are on  
sale daily at Mr. H. RUTTONBEEF's  
KOWLOON STORE, No. 36, Elgin Road  
Price 15 cents per copy each.  
Hongkong, 22nd December, 1902. [3518]

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FIRING 10 SHOTS in 2 SECONDS.  
SLEMSSEN & CO.,  
Hongkong, 3rd October, 1900. [54]

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PUBLIC COMPANIES

THE KOWLOON LAND AND BUILD-  
ING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the  
FIFTEENTH ORDINARY MEET-  
ING OF SHAREHOLDERS in this Company  
will be held at the COMPANY'S OFFICES,  
Victoria Buildings, THIS DAY (WED-  
NESDAY), the 20th JANUARY, 1904, at  
12 o'clock Noon, for the purpose of receiving  
the Report of the Directors together with  
the Statement of Accounts for the year ending 31st  
December, 1903.

The REGISTER of SHARES of the  
Company will be CLOSED from FRIDAY,  
the 15th JANUARY, to WEDNESDAY, the  
20th JANUARY (both days inclusive), during  
which period no Transfer of Shares can be  
registered.

By Order of the Board of Directors.  
A. SHELTON HOOPER,  
Secretary to the  
Hongkong Land Investment and Agency  
Company, Limited.

General Agents for the  
KOWLOON LAND AND BUILDING  
COMPANY, LIMITED.  
Hongkong, 20th January, 1904. [145]

THE WEST POINT BUILDING  
COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the  
SIXTEENTH ORDINARY MEET-  
ING of SHAREHOLDERS in this Company  
will be held at the COMPANY'S OFFICES,  
Victoria Buildings, on WEDNESDAY, the  
27th JANUARY, 1904, at 11.30 o'clock A.M.  
for the purpose of receiving the Report of the  
Directors together with Statement of Accounts  
for the year ending 31st December, 1903.

The REGISTER of SHARES of the  
Company will be CLOSED from SATURDAY,  
the 16th JANUARY, to WEDNESDAY, the  
27th JANUARY (both days inclusive), during  
which period no transfer of Shares can be  
registered.

By Order of the Board of Directors.  
A. SHELTON HOOPER,  
Secretary to the  
Hongkong Land Investment and Agency  
Co., Ltd.

General Agents for  
THE WEST POINT BUILDING  
CO., LTD.  
Hongkong, 9th January, 1904. [192]

THE HONGKONG LAND INVESTMENT  
AND AGENCY CO., LTD.

NOTICE IS HEREBY GIVEN that the  
SIXTEENTH ORDINARY MEET-  
ING of SHAREHOLDERS in this Company  
will be held at the COMPANY'S OFFICES,  
Victoria Buildings, on WEDNESDAY, the  
27th JANUARY, 1904, at 12 o'clock Noon,  
for the purpose of receiving the Report of the  
Directors together with Statement of Accounts  
for the year ending 31st December, 1903.

The REGISTER of SHARES of the  
Company will be CLOSED from SATURDAY,  
the 16th JANUARY, to WEDNESDAY, the  
27th JANUARY (both days inclusive), during  
which period no transfer of Shares can be  
registered.

By Order of the Board of Directors.  
A. SHELTON HOOPER,  
Secretary.

Hongkong, 9th January, 1904. [193]

THE HONGKONG ROPE MANUFAC-  
TURING COMPANY, LIMITED.

THE TWENTIETH ORDINARY  
ANNUAL MEETING of SHARE-  
HOLDERS in the Company will be held in  
the COMPANY'S OFFICES, No. 14, Des  
Voeux Road, Victoria, on 6th FEBRUARY,  
1904, at 11 A.M. for the purpose of receiving  
Statement of Accounts and the Report of the  
General Managers for the year ending 31st  
December, 1903, declaring a Dividend, and  
electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company  
will be CLOSED from the 3rd to the 6th  
FEBRUARY, both days inclusive.

SHEWAN, TOME & CO.,  
General Managers.

Hongkong, 18th January, 1904. [272]

HONGKONG, CANTON AND MACAO  
STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-FIFTH ORDINARY  
HALF-YEARLY MEETING of  
SHAREHOLDERS in the Company will be  
held at the OFFICE of the Company, No. 18,  
Bank Buildings, Queen's Road Central, on  
SATURDAY, the 6th FEBRUARY, at 12  
o'clock Noon, for the purpose of receiving a  
Report of the Directors, together with a State-  
ment of Accounts, declaring a Dividend, con-  
firming the appointment of a Director and  
electing Auditors.

The TRANSFER BOOKS of the Company  
will be CLOSED from 23rd JANUARY, to  
the 6th FEBRUARY, inclusive.

By Order of the Board of Directors,  
T. ARNOLD,  
Secretary.

Hongkong, 18th January, 1904. [258]

NOW ON SALE.

A BOOK FOR THE GLOBETROTTER,  
FROM HONGKONG TO CANTON  
BY THE PEARL RIVER."

BY CAPTAIN C. V. LLOYD (s.s. "HANKOW")  
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" MESSRS. KELLY & WALSH.  
" MESSRS. W. BREWER & CO.  
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Hongkong, 4th October, 1903. [283]

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J. D. EDWARDS,  
Manager.

Amoy, 3rd December, 1903. [87]

CAETRIDIRES.

IMPORTED EVERY MONTH, THERE-  
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ELEY'S, SCHULTZEE'S, AMBERITE  
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CAETRIDIRES 8, 10, 12, 16, and 20 BORE  
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all Sizes, Nos. 10 to SSSC. AIR GUNS and  
AMMUNITION in Variety.

W.M. SCHMIDT & CO.

Hongkong, 28th November, 1902. [11]

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THE WOMAN ON THE  
DERELICT.

BEING THE STRANGE LOVE STORY  
OF JOHN BRANWELL,  
BY  
GUY BOOTHBY

(Author of "Dr. Nikolai," "My Indian  
Queen," &c.)

Synopsis.—John Branwell, after knocking  
about the world for many years, arrives in  
Sydney from San Francisco, and being dis-  
charged from his ship looks about for further  
work. He calls at the office of a shipping  
firm, is appointed mate of the schooner  
"Britomart," and the following day sails for  
Asia. Two years pass away. One day, while  
Branwell is sitting on the veranda of  
an hotel, a man approaches and enters  
into conversation with him. It appears he  
is owner of the schooner "Kittiwake," to  
which some mystery attaches, lying off Asia.  
He invites Branwell to go with him and look  
over his vessel. Learning that he is thinking  
of leaving the "Britomart," Gles Farrington,  
as the "Kittiwake's" owner is called, persuades  
him to take command of his ship. Farrington  
turns out to be an opium smuggler and pearl  
poacher. After the two have experienced  
several adventurous years, Branwell decides  
to visit England. Leaving the ship at Honolulu,  
he starts for London on board the "Hullikit."

CHAPTER III.

At the commencement of my first chapter I  
described to you the miserable effect of a calm  
in the Doldrums, and how depressed our ship  
company was made by it. More than once I  
bitterly regretted that I had not trusted myself  
to steam; but it was no use crying over spilt  
milk. I had only myself to thank for my folly,  
so, whether I liked it or not, there was nothing  
for it but to put up with the stifling heat under  
the awning, and the still greater inferno of my  
cabin below. All the energy seemed to have  
gone out of me, and I had not sufficient life left  
in me even to light a pipe. Stranger still, a  
listless did both feel, that the tutor and the  
Captain forbore, for the time being at least, to  
quarrel. The widow was lying down in the  
saloon, with what she described as a sick  
headache. The delicate youth, whose name by  
the way, was Thompson, was fast asleep in the  
shadow of the companion, with old Mr. Mac-  
pherson in the same condition in a long chair  
beside him. Miss Pleydon was endeavoring to  
write up her diary, and was not succeeding in  
the attempt. Even the man at the wheel looked  
half asleep. Indeed the only sounds to be heard  
were the music of the somnolent gentlemen, and  
the clattering of pots and pans in the galley  
forward. What the heat must be like in there  
I dare not think. The infernal regions would  
have been nothing to it.

After a while I went forward to the fore'side  
head to see if there was any air to be obtained  
there, but I might have saved myself the trou-  
ble, for the atmosphere was as stagnant in the  
bows as it was aft. Not an inch of canvas was  
drawing; we might as well have been at anchor  
for all the progress we were making. I  
was proceeding aft once more, when a man who  
had been lying in the shadow of the long boat  
on the main deck sat up and accosted me.

"Here doesn't seem any chance of a breeze,  
sir," he said. "It is enough to drive a man off  
his head—this broiling sun. You don't know  
what it's like, sir, down below. How the women  
and children stand it fairly beats me. I can't  
imagine it myself ever."

He was one of the few steerage passengers we  
carried, and seemed to be a decent sort of fellow.  
Like myself, he had been at sea; later on, he  
had tried his luck on the Australian gold-  
fields, and, having had the good fortune to  
strike it fairly rich, was now going home to  
settle down in his native place. I had always  
liked the man, and we had had many talks to-  
gether during the voyage. Though he was wont  
to profess his hatred of the sea, and to vow that  
once he got ashore he would never go afoul  
again, I did not altogether believe him. When  
I talked to him about it, his eyes were wont to  
light up at the sound of the familiar terms, until  
by and by he would forget himself in his  
excitement, would ship his leg and vow that,  
under certain conditions, it wasn't such a bad  
life after all. My reasons for telling you all this  
will be apparent to you presently.

We discussed the weather, and then I continued  
my walk aft to find the two sleepers  
awake and the widow walking languidly up and  
down the deck with the Captain, while her  
other swain watched them from his chair with  
angry eyes. Strolling to the forecastle I looked  
over. As I did so, a big black flea made its ap-  
pearance. It belonged to a shark, and it was  
evident that he was following us up in the hope  
of a meal. I don't know what has caused me to  
feel so, but I have always had the same sort of  
aversion for a shark that other people entertain  
for a snake or a rat. I could not help shuddering  
as I watched him slinking along just below  
the surface, ready to grab at anything, human  
or otherwise, that might be thrown to him. The  
memory of a native I had once seen mauled by  
one of the brutes rose before my mind's eye. It  
was in the Fijis, and Farrington had been  
present at the time. He would have leapt in to  
aid the poor wretch's assistance, had I not, realizing  
that it was hopeless, prevented him by main  
force. I recalled also the way in which he  
abused me for not permitting him to carry out  
his wish. Then I began to wonder what Far-  
ringdon was doing, whether he ever thought of  
me. While I was indulging in this reverie the  
sun was sinking like a ball of fire below the  
horizon, throwing a streak of blood red light  
across the glassy sea. An indefinable feeling  
of loneliness had taken possession of me, a vague  
belief that something was about to happen,  
what I knew not. Try how I would I could not  
shake it off. Indeed so much was I out of har-  
mony with my surroundings, that I could have  
found it in my heart to curse the frivolous wid-  
ow and the foolish little Captain for the twit-  
tle they were chattering. In the hope of cheering  
myself up a little I went below and ordered  
the steward to bring me a bottle of beer, but it  
was hot and well nigh undrinkable, so I left it  
and returned to the deck once more. In the  
Tropics there is no dusk, and, though I had  
only been absent a short time, the shadows of  
night had commenced to fall. Better still, there  
was just the faint suspicion of a breeze, if only  
it would continue.

"This is better, sir," said the second officer,  
whose watch it was. "I fancy from the look of  
the sky that there's more behind it."

"Let us hope so," I replied, "for I have had  
enough of calms to last me a lifetime." Then  
seeing that the Captain was watching us, and  
knowing that he objected to the passengers  
conversing with his officers when on duty, I  
made a excuse and trotted away.

The glorious tropic stars were showing up  
one by one by this time, and my imagination  
led me to believe that the breeze really was  
increasing. After the languor of the day, the  
ripples of the water alongside were more than  
soothing, while to see the canvas steadily draw-  
ing was as good, if not better, than a draught  
of the rarest wine. At dinner that night

everyone seemed to be in good spirits. Old  
Macpherson told some of his race Australian  
stories of the early days, while even  
looked at little Miss Pleydon ventured on a  
funny riddle, of which it eventually appeared  
she had forgotten the answer. Seeing her  
confusion, and that the Captain was about to  
sharpen her, I came to her assistance by asking  
what the latter thought of the chances of the  
wind holding. He glared spitefully at me, as if  
he were anxious to know what the dunces the  
matter had got to do with me. But I could see  
from the way he looked at the talkative com-  
pact above his head that he was more concerned  
about it even than we were.

Dinner over, I returned to the deck, and went  
off to take a squat over the rail. In my opinion  
she was doing a good nine and a half, but the officer  
of the watch thought scarcely so much. The  
water was a mass of phosphorescent light that  
trailed away like star-spangled cotton-wool  
hundreds of yards behind us. Never do I re-  
member to have seen it more beautiful than it  
was that night. The better to enjoy it, and also  
to escape from my fellow passengers, for whose  
company I did not feel in the least inclined, I  
moved more westward into the bows and posted  
myself near the forecastle, to think my  
own thoughts with only the churning of the  
water under the vessel's fore foot to keep me  
company. It was nearly ten o'clock before I  
roused myself from my reverie, knocked the  
ash out of my pipe upon the rail, and made  
my way back to my own proper portion of the  
ship. After one last look round, I dived into  
the brilliantly lighted cuddy, where the Captain  
and Macpherson were sitting over their grog.  
Feeling that they might deem me unsociable if  
I did not, I poured myself out a glass and  
joined them.

"I am glad you have come to protect me,"  
said Branwell, "beginning the Captain who evi-  
dently desired to make up for his curt treatment  
of me earlier in the evening. "Mr. Macpherson  
has been nearly frightening me to

## SHIPPING.

## ARRIVALS.

In. C. DIEDRICHSEN, German str., 774, H. Schlaikier, Pakhoi 15th Jan., General. JENEN & CO.  
In. ERNST, German str., 1,680, Y. Ziezenhofer, Singapore and Hamburg 8th Jan., General.—SANDER, WIELER & CO.  
In. HOLSTEIN, German str., 985, T. C. BECHER, Haiphong and Hoihow 15th Jan., General.—JENSEN & CO.  
In. IIUE, French str., 764, Godinian, Haiphong, 13th January, General.—A. R. MARTY.  
In. PROGRESS, German str., 6,824, F. BROER, Tournai 17th January, General.—S. MISEN & CO.  
In. S. WYNERIC, British str., 3,264, Niven, Poole Sound, via Japan 7th Dec., Flour.—DODWELL & CO.  
In. EMPRESS OF INDIA, British str., 3,003, C. P. MARSHALL, Vancouver 28th December, Mail and General.—C. P. R. CO.  
In. HOIHOA, French str., 509, Castle, Pakhoi and Hoitow 17th January, General.—A. R. MARTY.  
In. HAROOG, British str., 783, Gibson, Swatow 18th Jan., General—DOUGLAS LAPRAK & CO.  
In. JAPAN, British str., 2,755, E. Percy Martin, E.N.E. Yokohama 4th January, General—P. O. S. N. CO.  
In. DORIC, British str., 4,975, H. Smith, San Francisco and Shanghai 16th January, Mail and General.—O. & O. S. N. CO.  
In. KALGOON, British str., 1,413, Speed, Shanghai, 15th Jan., General. BUTTERFIELD & SWINE.

## CLEARANCES AT THE HARBOUR MASTER'S OFFICE.

19th January.  
In. German str., for Amoy.  
In. German str., for Swatow.  
In. Marco, Japanese str., for Kobe.  
In. American str., for Macao.  
In. Marco, Japanese str., for Singapore.  
In. Marco, German str., for Haiphong.  
In. Marco, British str., for Swatow.

## DEPARTURES.

19th January.  
In. CHINAS, Chinese str., for Shanghai.  
In. DOCH, British str., for Swatow.  
In. GOMBA, German str., for Amoy.  
In. AERIES, British str., for Saigon.  
In. MAEN, Japanese str., for Koto.  
In. TANGTUNG, British str., for Samarang.  
In. ONGKOK, German str., for Moji.  
In. COON, British str., for Singapore.

## VESSELS IN DOCK.

18th January.

ABERDEEN DOCKS.—  
KOWLOON DOCKS.—U.S.A.T. Sacramento, I.G.M.S. Moone, Tarter, H.M.S. Glory, I.G.M.S. Nanning, Germany, U.S.A.T. Liscum, In. Rockmore, H.M.S. Hart.  
COSMOPOLITAN DOCK.—Salvadora, Paul In. Ichibiki, Hwang, C. Hardouin, Triton, when.

## VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR JUIME AND TRIESTE (DIRECT), sailing at SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ and PORT SAID.

Taking Cargo at through rates to the BRAZILS, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS. The Company's Steamship.

"VINDOBONA," Captain Colcl, will be despatched as above TUESDAY, the 20th inst., P.M. For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Hongkong, 13th January, 1904. [13]

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER LLOYD.

HAMBURG-AMERIKA LINIE.

DR SHANGHAI, NAGASAKI, HIODO and YOKOHAMA.

THE Imperial German Mail Steamship

"GERA," Captain R. Dahl, due here with the outward mail about FRIDAY, at 4 P.M., leave for the above places about 12/24 hours after arrival.

NORDDEUTSCHER LLOYD. For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, January, 1904. [5]

FOR YOKOHAMA AND KOBE. THE Steamship

"C. FERD. LAEISZ," Captain Sachs, will be despatched for the above on TUESDAY, the 26th inst., at 5 P.M. For Freight, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 19th January, 1904. [274]

STERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

illing at MANILA, TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE," Captain Helm, will be despatched for the above on FRIDAY, the 12th February, at 8 P.M.

his well-known Steamer is specially fitted Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

his Steamer is installed throughout with the Electric Light, and perfect cushion, Wharf at Hongkong.

First-class Fare, \$3 each way. Meals, \$1 each.

Cargo Freight very moderate.

J. TREVOUX & CO., No. 128, Connaught Road Central.

Hongkong, 16th January, 1904. [250]

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAMES	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, &c.	JAPAN	Brit. str.	E. P. Martin	P. & O. S. N. Co.	To-day, at 4 P.M.
LONDON, &c., VIA PORTS OF CALL	BENOAL	Brit. str.	G. Philips	P. & O. S. N. Co.	30th inst., at Noon.
LONDON	GLENLOCHY	Brit. str.	Stallard	MCGREGOR BROS. & GOW	2nd Feb.
LONDON & ANTWERP	NESTOR	Brit. str.		BUTTERFIELD & SWINE	2nd Feb.
LONDON & ANTWERP	KINTUCK	Brit. str.		BUTTERFIELD & SWINE	16th Feb.
LIVERPOOL, WITH T'MENT AT SINGAPORE	MOYUNE	Brit. str.		BUTTERFIELD & SWINE	1st Mar.
MARSEILLE, LONDON & ANTWERP	YANTZEE	Brit. str.		BUTTERFIELD & SWINE	To-morrow.
MARSEILLE, &c., VIA PORTS OF CALL,	FELVYNSIEN	Brit. str.		BUTTERFIELD & SWINE	26th inst., at 1 P.M.
MARSEILLE, LAVRE, COPENHAGEN, &c.	P. VALDEMAR	Dan. str.	Le Colspellier	MESSAGERS MARITIMES	About 3rd Feb.
BREMEN, VIA PORTS OF CALL	Kock	Ger. str.		MELCHERS & CO.	About 3rd Feb.
HAVRE, BREMEN & HAMBURG	FORMES	C. H. Burch.		SHEWAN, TOME & CO.	To-day, at Noon.
WURZBURG	V. BINZER	Ger. str.		HAMBURG-AMERIKALINIE	About 30th inst.
ALESIA	C. FERD. LAEISZ	Ger. str.	Schonfeld	HAMBURG-AMERIKALINIE	29th inst.
SITHONIA	SITHONIA	Ger. str.	Sachs	HAMBURG-AMERIKALINIE	27th Feb.
SAMIA	v. Dohren	Ger. str.	Hillbrandt	HAMBURG-AMERIKALINIE	8th March.
ANDALUSIA		Brit. str.	Seemitt	HAMBURG-AMERIKALINIE	22nd March.
KREUEN		Aus. str.		BUTTERFIELD & SWINE	5th April.
VENDOBONA	Cobol	Aus. str.		BUTTERFIELD & SWINE	22nd inst.
M. VALEIRIE		Aus. str.		BERBROVICH	To-day, P.M.
SIKKI		Aus. str.		DODWELL & CO., LTD.	About 26th inst.
ATHENIAN	E. OF INDIA	Brit. str.		CANADIAN PACIFIC R. CO.	27th inst.
PIGNOV	IYO MARU	Jap. str.		BUTTERFIELD & SWINE	10th Feb.
NIPON YUSEN KAISHA	J. W. Ekstrand	Jap. str.		NIPON YUSEN KAISHA	26th inst., at 4 P.M.
NIPON YUSEN KAISHA	A. Dixon	Jap. str.		DODWELL & CO., LTD.	9th Feb., at 4 P.M.
PORTLAND & ASIATIC CO.	R. P. Craven	Jap. str.		PORTLAND & ASIATIC CO.	11th Feb.
AMERICAN PORTS	Holme	Brit. str.		BUTTERFIELD & SWINE	30th inst.
SHANGHAI	C. J. Bentor	Brit. str.		MELCHERS & CO.	28th inst.
SHANGHAI KOBE & YOKOHAMA	H. S. Smith	Brit. str.		HAMBURG-AMERIKALINIE	12th Feb., at Noon.
SHANGHAI	J. Campbell	Brit. str.		NIPON YUSEN KAISHA	About 25th inst.
NINGPO & SHANGHAI	C. H. Butter	Brit. str.		NIPON YUSEN KAISHA	26th inst., at 5 P.M.
FOOCHOW, VIA SWATOW & AMOY	Prahl	Brit. str.		Quick despatch.	27th inst., at Noon.
TAMSUL, VIA SWATOW & AMOY	R. Dahl	Brit. str.		BUTTERFIELD & SWINE	To-morrow.
SWATOW		Brit. str.		MELCHERS & CO.	22nd inst.
MANILA		Brit. str.		BUTTERFIELD & SWINE	1st day.
MANILA DIRECT		Brit. str.		MELCHERS & CO.	About 30th inst.
MANILA DIRECT		Brit. str.		BUTTERFIELD & SWINE	To-day.
ILIOLO		Brit. str.		MELCHERS & CO.	23rd inst.
HOMBAY, VIA SINGAPORE & COLOMBO	K. Kori	Brit. str.		NIPON YUSEN KAISHA	16th Feb., at Noon.
SINGAPORE, COLOMBO & BOMBAY	W. H. S. Hall	Brit. str.		P. & O. S. N. CO.	About 21st inst.

REGULAR STEAMSHIP SERVICE TO NEW YORK,  
VIA PORTS AND SUEZ CANAL  
WITH LIBERTY TO CALL AT PHILIPPINE  
PORTS.

PROPOSED SAILINGS FROM HONGKONG.

1904.

"SIKKI" ... ... ... ... About 26th Jan.

"SAGAMI" ... ... ... ... 6th Feb.

"AFRIDI" ... ... ... ... To follow.

For Freight and further information, apply to DODWELL & CO., LTD.

Agents.

Hongkong, 18th January, 1904. [1125]

TOYO KISEN KAISHA  
MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Doctor and Stewardess carried.

Unrivalled Speed. Fitted throughout with Electric Light.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. MATSDA, Acting Manager.

Hongkong, 14th January, 1904. [117]

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

For Freight or Passage, apply to the Company's Office, 3, Queen's Building, Ice House Street.

K. MATSDA, Acting Manager.

Hongkong, 14th January, 1904. [117]

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

For Freight or Passage apply to SHEWAN, TOME & CO., GENERAL MANAGERS.

Hongkong, 18th January, 1904. [116]

## NORTHERN PACIFIC LINE.

NORTHERN PACIFIC S. CO. BOSTON S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

\* Not carrying second class passengers.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. SHAWMUT ... 9,006 tons | W. M. Smith ..... About 28th January.

S.S. TREMONT ... 9,006 tons | T. W. Garlick ..... About 1st March.

CHEAP FARES. EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very

Superior Accommodation for First and Second Class Passengers. The large size of these vessels

ensures steadiness at sea. Barber's shop and steam laundry.

Cargo in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to

DODWELL & CO., LIMITED,

GENERAL AGENTS.

QUEEN'S BUILDINGS.</p

**OCEAN STEAM SHIP CO., LTD.**  
AND  
**CHINA MUTUAL STEAM NAVIGATION CO., LTD.**  
**JOINT SERVICES.**

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL.	"PINGSUEY"	On 22nd January.
GLASGOW and LIVERPOOL.	"MOYUNE"	On 28th January.
GLASGOW and LIVERPOOL.	"GLAUCUS"	On 3rd February.
GLASGOW and LIVERPOOL.	"PAK LING"	On 9th February.
GLASGOW and LIVERPOOL.	"AGAMEMNON"	On 19th February.
GLASGOW and LIVERPOOL.	"MENELAUS"	On 25th February.
GLASGOW and LIVERPOOL.	"RHIPHEUS"	On 25th February.

HOMEBWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP.	"YANGTSE"	On 21st January.
LIVERPOOL, WITH TRANSHIPMENT TO SINGAPORE.	"YANGTSE"	On 21st January.
GENOA, MARSEILLES and LIVERPOOL.	"KEEMUN"	On 22nd January.
LONDON and ANTWERP.	"NESTOR"	On 2nd February.
LONDON and ANTWERP.	"KINTUCK"	On 16th February.
LONDON and ANTWERP.	"MOYUNE"	On 1st March.

Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA.	"PINGSUEY"	On 24th January.
For Freight, apply to—	"AGAMEMNON"	On 20th February.

Hongkong, 20th January, 1904.

**CHINA NAVIGATION CO. LIMITED.**

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"PAKHAI"	On 20th January.
ILOILO	"WUCHANG"	On 20th January.
MANILA	"SUNGKLANG"	On 21st January.
SHANGHAI	"HANYANG"	On 21st January.
SHANGHAI	"YOCHOW"	On 22nd January.

PORT DARWIN, THURSDAY

ISLAND, COOKTON, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Steamer is carried.

Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND AUSTRALIAN PORTS (See Special Advertisement).

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

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Hongkong, 20th January, 1904.

**CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.**

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "ATHENIAN"..... 3,882 Tons. WEDNESDAY, 27th Jan.

R.M.S. "EMPERESS OF INDIA"..... 6,000 Tons. WEDNESDAY, 10th Feb.

R.M.S. "TARTAR"..... 4,425 Tons. WEDNESDAY, 24th Feb.

R.M.S. "EMPERESS OF JAPAN"..... 6,000 Tons. WEDNESDAY, 9th Mar.

Hongkong to London, 1st Class via St. Lawrence River via New York \$62.

Intermediate on Steamers } 240. " 242.

" and 1st Class Rail } 240. " 242.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passenger Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to D. E. BROWN, General Agent  
9, Pedder Street

**PORTLAND & ASIATIC STEAMSHIP CO.**

PROPOSED SAILINGS FROM HONGKONG SHALU TO INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OREGON RAILROAD & NAVIGATION CO.

OPERATING IN CONNECTION WITH THE STEAMSHIP TONS. CAPTAIN TO SAIL ON

"INDRAVELL"..... 4,899 R. P. Craven..... January 30, 1904

"INDRAPURA"..... 4,899 A. E. Hollingsworth..... February 13, 1904

"INDRASARITA"..... 5,197 W. E. Craven..... March 15, 1904

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 12th January, 1904.

THE EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, HAVRE, COPENHAGEN AND BALTIQUE PORTS.

THE Danish Steamer

"PRINS VALDEMAR," Captain Koch, will leave for the above ports on or about WEDNESDAY, the 3rd February.

For Freight or Passage, apply to

MELCHERS & CO., Agents.

Hongkong, 16th January, 1904.

THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

FOR ODESSA.

THE Russian Steamer

"MALAYA," Captain Neumann, will leave for the above port on or about SUNDAY, the 21st February.

For Freight or Passage, apply to

MELCHERS & CO., Agents.

Hongkong, 16th January, 1904.

NOT RESPONSIBLE FOR DEBTS.

N EITHER THE CAPTAIN, THE AGENTS, nor THE OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:

"LOTHAIE," Italian barque, Schieffino-Carlowitz & Co.

Wharf at the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip Every Sunday, and takes only 3½ hours to reach Macao.

"MING ON & CO.", 2nd Floor, 16, Victoria Street.

Hongkong 8th September, 1903.

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AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FUMÉE AND TRIESTE (DIRECT).

Calling at SINGAPORE, COLOMBO,

BOMBAY, KARACHI, ADEN, SUEZ

and PORT SAID.

Taking cargo at through rates to the BRAZILS,

to SOUTH AFRICA, PERSIAN GULF, RED

SEA, BLACK SEA, LEVANT, VENICE and

ADRIATIC PORTS.

"MARIA VALERIE,"

Captain Berberovic, will be despatched as above

on TUESDAY, the 26th inst., P.M.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Princes Building.

Hongkong, 19th January, 1904.

[3]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT—POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA,

COLOMBO, ADEN, EGYPT,

MARSEILLES, MEDITERRANEAN

AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX;

ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 26th January, 1904,

at 1 P.M., the Company's Steamship

"POLYNESIEN," Captain Le Coq, will

leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London

as well as for Marseilles and accepted in

transit through Marseilles for the principal

places of Europe.

Shipping Orders will be granted till Noon

only on Monday, the 5th January. Specie and

Parcels received until 4 P.M. on the same day.

No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they

must be left at the Agency's Office. Contents

and Value of Packages are required.

For further particulars, apply at the Company's Office.

6. DU CHAMPEAUX, Agent.

Hongkong, 15th January, 1904.

[2]

THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

FOR DALNY, PORT ARTHUR AND VLADIVOSTOCK.

THE Russian Steamer

"MANCHURIA,"

Captain Pruhl, will be despatched as above on

TUESDAY, the 2nd February.

For Freight or Passage, apply to

MELCHERS & CO., Agents.

Hongkong, 16th January, 1904.

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"GLEN" LINE OF STEAMSHIPS.

FOR LONDON.

"GLENLOCHY,"

Captain Stallard, will be despatched as above on

TUESDAY, the 2nd February.

## POST OFFICE NOTICES.

Books containing stamps of the following denominations may be obtained at the counter of General Post Office for \$1.00  
Each—  
16 stamps at 4 cents  
12 " " 2 "  
12 " " 1 "

Letters and Post cards are now received for transmission to Europe via Dalmatia and the Trans-Siberian Railway, and should be marked accordingly. No Printed matter can be accepted. Unpaid or underpaid correspondence cannot be forwarded. The rates of postage by this route will be the same as at present via the Suez Canal.

Letters intended to go by this route should be posted not later than the Wednesday in each week, so as to catch the fast Russian boat from Shanghai to Dalmatia which leaves Shanghai every Sunday.

Inward Parcels by a.s. Mail are now ready for delivery.

The *Gera* with the German Mail of 22nd December, left Singapore on Sunday, the 17th inst., at 9 a.m. and may be expected here on or about Friday, the 22nd inst.

The *Yarra* with the French Mail of 26th ult., left Singapore on Tuesday the 19th January, at 1 p.m. and may be expected here on or about Tuesday, the 26th inst. This Packet brings replies to letters despatched from Hongkong on 21st November.

## MAILS WILL CLOSE

FOR	PER	DATE
Hainan		Wednesday, 20th, 9.00 A.M.
Swatow, Amoy, and Foochow		Wednesday, 20th, 10.00 A.M.
Swatow		Wednesday, 20th, 10.00 A.M.
Straits and Calcutta		Wednesday, 20th, 10.00 A.M.
Straits and Rangoon		Wednesday, 20th, 10.00 A.M.

EUROPE, &c. India via Takuorin  
(Late Letters 11.00 to 11.30 A.M. Extra  
Postage 10 cents.)  
(Letters posted in the Peak Pillar Boxes  
in time for the first clearance will be  
included in this contract mail)

Macao

Singapore, Penang, and Colombo

Ningpo and Shanghai

Iloilo

Changsha, Dalmatia, and Port Arthur

Swatow

Canton

Touran

Anton

Longyu

Pakhoi

Haikou

Shantou

Shantou

Haikou

Shantou

Anton

Anton</p